









pled, thanking the brethren for the handsome jewel, which he would always prize, he said, most dearly. Valuable as it intrinsically was, he valued even more the good feeling of which it was an evidence. He would ever be as willing to do anything in his power in the future as in the past for the good of Freemasonry in General or Lodge St. John, in particular, whenever called upon by his brethren for his services or assistance. The meeting was a most harmonious one, the same unanimous and good feeling characterizing it as always have marked the meetings of Lodge St. John. This Lodge promises to become the strongest in the District, if it continues to go on as it has been going for the last few months, there having every month been accessions of new members from the outside world and many members joining from Sister Lodges.

A TELEGRAM dated the 29th ulto, has been received to-day (2nd) by the Government from Manila that a severe typhoon was then raging in the China Sea, and is believed to be travelling very slowly in a W.N.W. direction and increasing rapidly in force. The telegram is as follows:—

"The Governor-General of the Philippines to the Governor of Hongkong, Manila, 29th June, 1881. A terrible typhoon is raging in the China Sea, between Lat. 16° and 18°, travelling very slowly; its direction is W.N.W. The ships that ought to have left or intend to leave for the South will be in danger. Yesterday it passed over Manila crossing the Islands at Lat. 16° 10'. The force in the China Sea will be greater than over the Islands."

The weather here is anything but typhoonish in its character. In the first place the wind is blowing free from the S.W. Then there have been heavy falls of rain, and thunder has been heard frequently and loudly the whole day long. No typhoon gun has been fired. Those interested in the shipping at the present moment in harbour do not appear to have paid much attention to the warnings, as no such precautions appear to have been taken as are readily enough made when there is any reason to believe that there is a storm of any moment brewing. We may have a "big blow" to-night or to-morrow, another "awful tail of a typhoon" as these occurrences have with more force than elegance come to be called; but that we are on the eve of any great disturbance of the elements is not at all within the calculations of those best versed in such matters. The glass is low but steady—29.70, which is not at all a threatening reading taken by itself. The weather has been muggy enough and unpleasant enough in all conscience during the past few days, but it has not been in any degree the kind of weather that presages the approach of a typhoon.

THE Merve-Turkumans are always taking some one annex them. In 1878 they solemnly became the subjects of the Shah; next year according to Russian reports, they sent a deputation to the Khan of Khiva, begging him to annex Merve to his Khansate. We are now told by Mr. O'Donovan, the correspondent of the Daily News, that the Merve-Turkumans implore the protection of England. It is satisfactory to find that Mr. O'Donovan is still alive; but his news is of little consequence.

An analysis of censuses taken in many lands and under many circumstances, is said to prove that the number of men in a community diminishes with its advance in civilization, and that the statistical fact extends not only to nations, but to continents. In Europe for every thousand men there are 1,024 women; whilst the limited portions of the other great divisions of earth, which have been subjected to a scientific numbering of the people, show that for this number of men there are in Africa 990 women, in America 977, in Asia 944, and in Australasia 812. In Europe, England has for every thousand men 1,068 women, Switzerland 1,046, Spain 1,044, Portugal 1,041, Germany and Austro-Hungary 1,036, Denmark 1,029, Russia 1,022, and France 1,008. In Italy and Belgium, the balance is the other way, there being 985 and 960 women to 1,000 men. The West Indian Islands have the largest proportional number of women in the world, as they exceed the male by 20 per cent; whilst the Federal States of the American Union have the fewest.

With regard to Reuter's telegram about the 1,500 amendments made in committee on the Irish Land Bill, it appears, if the *Fall Mail* is to be believed, that the Government has determined "to entertain favourably amendments dealing with the constitution of the land courts, the pending convictions for arrears accumulated during the period of distress, and the dwellings of agricultural labourers."

A VERY good story is related in *Chambers's Journal* illustrative of the ready wit of Japanese in foreign society. A young Japanese gentleman while in London was seated at dinner next to a lady of rank, who felt it incumbent on her to patronize the foreigner, and display her knowledge of the world at the same time. Addressing her neighbour, she said, "Oh!—Mr. what part of China is Japan in?" The reply came instantly, "I have never been in China, and therefore cannot tell."

"What," remarked another fair guest, "do you think of the ladies' dresses?" The reply, "I see anything like them in your own country?" "Japanese ladies," was the reply, "are not so much exposed—they are not civilised."

carried back a very pleasant account of the kind and generous treatment they had received in these islands; and this account has no doubt had its effect upon the reception of the King—*Honolulu paper, May 7th.*

#### Law Notice.

##### IN THE SUPREME COURT OF HONGKONG.

(Before the Hon. Francis Shoulen, Acting Chief Justice.)

In BANKRUPTCY.—Monday, July 4, 11 a.m.—In the matter of Wong Pak Kwai, bankrupt; in the matter of Leung Ju and Leung Ching, bankrupts.—Registrar's report and application to hold dividend meeting.

#### THE FIRE TANKS AND THE HOUSE TAX.

While searching for some remarks made in Legislative Council upon another subject, we stumbled across the following, which is very suggestive, in view of the little progress made with the fire tanks and other public works. The speech from which the subjoined is quoted was delivered on the 6th November 1879: the rates referred to were duly increased, but where are the tanks? Governor Hennessy said:—

"When I referred in my financial statement last year to the possibility of a reduction in taxation I drew your attention to the fact that there was a great difference between reducing such a tax as that levied on the native junk trade and reducing the house-tax, inasmuch as I stated that the former would require a legislative enactment, which it would be very difficult to get back upon, whereas the Governor in Executive Council is bound to review every year the question of the house-tax, and determine what should be the rate for the ensuing year. Therefore the reduction in that rate for the current year was not considered a permanent reduction. I may inform the Council that an important proposal has been submitted to me by three gentlemen, my Honourable friend the senior unofficial member (Mr. Ryrie), and two of the officers of the Government, suggesting that water tanks be erected along the side of the hill overlooking the town to provide a supply of water for the extinction of fires. A deputation waited upon me and expressed, on behalf of the community, an earnest desire that the views of that Committee should be carried out. I have reported that to the Secretary of State. The estimate for the proposed scheme amounts to \$50,000, and if I am called upon to expend that sum for this purpose I think I may appeal to you, and the whole community that for getting that sum—\$50,000 at all events—I would be fully justified in asking the ratepayers to contribute, and therefore it would be my duty next month, when I have to consider this question of the house rates, to have the Government approve of the expenditure, to re-impose the two per cent. to get the money to pay for that which is practically a fire brigades service, and of course affects more than any other, the actual householder. At the present time you won't find this \$50,000 included in the Estimates, because it requires the sanction of the Secretary of State; and you will see that the Colonial Treasurer has estimated the house rates at the lower rate of ten and not twelve per cent."

#### PROPOSED TRAMWAYS ON THE CONTINUOUS WIRE-ROPE SYSTEM.

With reference to the Bill to be introduced by the Hon. P. Ryrie for permission to construct tramways on certain high level roads in this Colony to be afterwards specified, and to Aberdeen via Victoria Gap, on the continuous wire-rope system or a modification thereof, we have seen some of the papers and the plans and the models which go far to give, on a great confidence in the probable success of the undertaking. The chief promoter of the system here is Mr. A. F. Smith, of Messrs MacEwen Frickel & Co., (formerly of the Highland Railway Company, Scotland), and his petition to the Governor, sets forth (1) that the growing prosperity and increasing population of Hongkong render the introduction of improved means of locomotion within the island a matter of urgent social and commercial importance, and (2) that public requirements in this respect would be most effectively served by the construction of lines of tramway; and that, having regard to the configuration of the island, the nature of its climate, and sanitary and economic considerations, the wire-rope system of the great American cities presents indubitable advantages. The petitioner therefore prays that His Excellency the Governor may be pleased to grant him a concession investing him with powers to construct and work, by means of a public company, or as a private enterprise, a wire-rope railroad, of a gauge of about 3 feet 6 inches, between the following points:—

(A.) From a terminus to be fixed at East Point, via Queen's Road, to a terminus to be fixed at West Point.

(B.) Along a route, to be determined by special surveys, from Queen's Road, in the vicinity of the Parade Ground, to Victoria Gap, and thence to a point on the southern slope, in the neighbourhood of Aberdeen. As to the first mentioned scheme (A) the petitioner submits that the advantages, especially to the business life of the Colony, of a line of tramway on Queen's Road, need no demonstration. As to the second proposed line he submits that, if carried out, it would render valuable Crown lands which are now unproductive, and facilities for the moving of troops and material, as well as ready means of access to the Military Sanatorium now about to be constructed. In this connection the petitioner also suggests what he describes as "the not altogether conjunctive contingency" that, with a regular tramway service to the Peak, it might become advisable, for economical and sanitary reasons, to bar back the greater portion of the Garrison on the higher grounds, in which event the Government would reap considerable benefit from the diversion to commercial uses of the extensive property now occupied by the military. It is also claimed that such a line of tramways would open up the coolest and most attractive part of the island to residents and visitors, and largely and beneficially to the overcrowded, and identical area of the Colony, and also establish communication with the outport of Aberdeen and villages on the southern side. In the alternative, the petitioner prays that authorisation may be conferred on him to carry out either of the schemes now indicated, to make surveys under observation of the Surveyor-General's Department, and to perform all other acts essential to the promotion of the undertaking; and also that, if accorded, the concession for scheme B may be accompanied by a grant of the Crown Land required for the track, for sidings and for buildings at different points, together with such privileges and easements as to His Excellency shall seem reasonable and requisite. The fact that proposal B, while indisputably a scheme of great public utility, is attended with exceptional engineering difficulty, and is one regarding which favourable financial results cannot be predicted with certainty, is put forward as the petitioner's apology for bespeaking every consideration in the terms of the concession prayed for. The petitioner unhesitatingly refers to several surveys which comprise a general description of the wire-rope street Railroad system; and copies of correspondence with the Patentee and others. The first of these is worth giving in full:—

"The Wire-rope Railroad System owes its existence to the necessity for a general description of the wire-rope street Railroad system; and copies of correspondence with the Patentee and others. The first of these is worth giving in full:—

"The Wire-rope Railroad System owes its existence to the necessity for a general description of the wire-rope street Railroad system; and copies of correspondence with the Patentee and others. The first of these is worth giving in full:—

"A stationary engine, located at a terminus or in such other situation as may be found most suitable, sets in motion a steel wire rope, by which it draws a heavy horizontal pulley into tube, about 1 foot deep and eighteen inches wide, sunk beneath the roadway, and is then supported and guided at intervals of forty feet by carrying pulleys within the tube. Arrived at the further terminus, the rope again travels up, by which it draws a heavy horizontal pulley into tube, about 1 foot deep and eighteen inches wide, sunk beneath the roadway, and is then supported and guided at intervals of forty feet by carrying pulleys within the tube. Arrived at the further terminus, the rope again travels up, by which it draws a heavy horizontal pulley into tube, about 1 foot deep and eighteen inches wide, sunk beneath the roadway, and is then supported and guided at intervals of forty feet by carrying pulleys within the tube. 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**Local Parcel Post.**

to consist of the smallest possible quantity compatible with shewing what the goods are, and must have no intrinsic value.

July 1, 1881.

	Lets. Pap.		Lets. Pap.
Ahing, John	1	Matthews, M.	1
Atkinson, David	1	McFarlane, D.	1

Altman, J. W.	1	McMurray, J.	1
Allen, dea la	1	Mitchell, Major	5
Am, N. M.		General	
Angus, William	1	2 Mitchell Major	1 regd.
Anderson, Jas.		General	
Anderson, Theo.	1	Moller Alcinzer	1
Engineer			
Barnard, E. M.	2	8 Messrs	
Bar Kayn Fred.		1 cardManning, Miss	1
Berkard, E. H.	1	Moore Rev. W. H.	1
Bergman, John	1	Mows, Jas	1

Bigdwell, G.	1	Muller, Emil	1	regd.
Blomgren, A.	1	O'Dillon, Miss	1	
Booth, Mrs	1	O'Keefe, Capt.	1	
Bower, Chinese	2	O'Sullivan, F. M.	1	
Store		Okezu, C.	1	
Braganca, A. A.	1	Parkinson, Dr.	1	
Burn, Revd.	1	Pascal, Andre	1	
Burrows, Robt	1	bk. Pereira Jose	1	
Chambers, A. J.	1	pr. Antonio	1	
Cheong Heng	1	Pereira Jose	1	

Chip Huck Hin	1	Cocaine	1
Choey Chee Cheong	2	Phillips, Mrs	1
Christy, W. H.	1	Playfair, L. M.	1
Clausen, Th.	1	Reed, J. W.	1
Cohen, S. S.	2	Hel Monsr.	1
Connor, Foster	1	Robertson, M. H.	1
Cormack, John	1	Robertson, R. M.	2
Cornforth, John	1	Rodgers, Arthur	1
Cris, Joana Anta.	1	Rob, S.	1
Dawesville, C. H.	1	Rustmaun	1 regd

Dare, Mr	1	Schambach, Jules	1 car
Devies, Capt.	1	Selby, J. W.	1 pr
Dias, Maria	1	Seitz, Christ.	2 blk
Drew, William	2	Seymour & Co.	1
Duffield, Capt.	1	Shaik Camron	1 regd
Duncan, R. B.	1	Silva, Maria A.	1
Elleguard, M.	1	Siqueira, Joao M.	1
E. F. (Customs)	1	pr. Sloutter, J.	1-
Farrin, Thos.	1	Smith, Macadam	4 blk
Foulkes, Wm.	1	Smith, Mrs Geo.	1

Fleming, Edward R. A.	1	Spafford, T. G.	1
Frater, A.	1	Stewart, A. G. J.	2
Fresnel, Charles	1	Streiten, R. S.	1
Gardner, Lieut. F. A.	1	Swift, Wm. M.	1
Gin Ling Goone	1	Siow, John Thos.	1
Gordon, Mr	1	Tanabe, C.	1 reg
Grant, John	1	Tavares, Mrs Morton	2
Green, Capt. S. G.	1	Taylor, W. K.	1
		Thompson, Mrs	1

Black, H.	1	F. E.	1
Hamilton, W.	1	Tung Sang	1 reg
Rands, John	1	Loong	1
Elngthorn, Thos.	1	Teng A Sam	1
Holme, Y.	1	Contractor	1
Hong Hi Wan	1	Turner, Miss	1
Hornstein, R.	1 reg	Minnie	1
Hough, Robt.	1	Tye Hing Loong	1
Hunderson, Dr.	1	Van Corbach, W.	1
Hyde, W.	1	Villainil, C.	1

Jacob, Mrs R.	1	Vincent, Capt.	1 reg
Jansen, Arthur	1	Chs.	
Jim, (Chinaman)	1	Ware, Ernest	1 1
Knight, Edward	1	Weber, Morten B.	1
Koch, A.	1	White, C. W.	1
Landi, Miss	2	Wing Wo Lung	1 reg
Gabriela		Wise, Lieut. H. E.	1
Lazard, Freres	1	Wood, Rev. Chs.	1
Lien, T.	1	Woolam, W.	1
Lim Koon Gin	1	Wong Bing	1 reg

Long, Capt. M.	1	X. F. Z.	2
Ludlum, T. E.	2	Yip Sum Tim	1 re
Macy, C. H.	1	Yu Yaw Sam	1
Marques, A.	1	Zedtwitz Baron de	1
Marshall, Wm.	1		

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## For Merchant Ships.

Ints. Pap.	Ints. P.
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Ambassador	1	Laurens	1
A. Newton	2	Lightning	2
Astoria	1	Lilla	1
Belted Will	1	Lota	4
Carriole		Lucia	1
Channel Queen	1	Lucy	2
Clara	1	Malabar, s.s.	8
Daniel Barnes	1	Mozart	1
Edon	2	Nardoo	1
Ellen	1	New Era	2

Edna	2	2	Northern Lights	1
Elliot				
E. M., young			None	
Espana, s.s.	1		Phineas Pendleton	1
Esturias			Propolis, s.s.	1
Ethelbert	1		Prospector	1
Faugh Ballaugh		1	Rachel	1
Freeman	1		Ragam Olalah, s.s.	1
F. Vonder			Raven	1
Falen, s.s.	1		Restless	1
Glamorganshire	1		R. Worster, s.s.	1

Golden State	1	Senator	1
Graciously	1	Shadwell, s.s.	1
Hermes	1	Star of China	10
Heron, s.s.	1	St. Vincent	2
Hoogly	1	Taunton	1
Jarra	1	Vesperian, s.s.	2
John C. Munro	1	Wilna	1
Kamtschatka, s.s.	1	Wm. H. Besse	1
Landour	1	Zodiac	9
Laurel	1		

**Books, etc. without Covers**

Asmudeo.  
Boletim Oficial de India.  
Bolling and Lowe's Catalogue (illustrated).  
Bombey Samschar.  
Bombay Gazette.

Commerces français.  
Courrier.  
Cuckoo Clock.  
Cruz.  
Daily Journal of Commerce.  
De Maasbode.  
De Opmeiker.  
De Tijd.  
Der Vetter aus Schwaben.  
Deutsche Kundschaun.

Die Post.  
Evening News.  
Francis Times & Co. Price Lists.  
Gesondheid.  
Gil Blas.  
Glasgow Weekly Herald.  
Graphic.  
Hoboe (Russian Paper).

Illustrated London News,  
Impartial.  
Lancet.  
Lloyd's Weekly News.  
London Commercial Sale Rooms.  
London & China Express.  
Long Island Record.  
Machine Tools p.c.  
Macmillan's Magazine.

New Testament (Revised Version).  
 Nieuwe Rotterdamse Courant.  
 North China Herald.  
 Orient Zeitung.  
 Peacock Mansfield and Britton's Illustrations.  
 Russian Illustrated Paper.  
 Russian Paper.  
 Sample of Cotton St. James's Budget.

Sample of Rose Bengale.  
Saturday Review.  
Stompost.  
Theatched House Club (2 Books).  
The Daily Express.  
Times.  
Verordnung.  
Woolson & Co.'s Catalogue.

Printed and published by GEO. J. BAIN, at the *China Mail Office*, Wyndham Street, Hongkong.